

August 20, 2004

Chevron #8-4114
Ukiah Airport,
1415 South State Street,
Ukiah, CA 95482
Case No. 1TMC085

Notice of Proposed No Further Action related to petroleum hydrocarbon discharge.
Comment Period ends September 20, 2004.

Problem Description: A Chevron fueling station operated at the City of Ukiah airport from the mid-1960's until November of 1989 when four underground storage tanks and the associated piping were removed from the site. At the time of removal, soil contamination was observed in the tank excavation pit. Laboratory analysis of soil and groundwater samples confirmed that a release of aviation fuel, similar in composition to gasoline, had occurred at the site.

Interim Actions Completed: In November of 1990 five monitoring wells were installed in the area surrounding the former underground storage tanks. Two of the five monitoring wells sampled revealed high concentrations of groundwater contamination. Three additional monitoring wells were installed in May of 1991 to define the extent of the aviation fuel impact.

Between 1990 and 1994 the detections of TPH-gasoline and TPH-diesel reported in site monitoring wells declined in concentration. In addition, the plume of groundwater contamination appeared to be relatively stable and was not migrating off-site. In 1994, approximately five years after the removal of the underground storage tanks, separate-phase product (0.36 ft) was found in the up-gradient monitoring well. The product was analyzed and was reported to be fresh jet fuel. The source of the contamination was unknown. The previous underground storage tanks had not stored jet fuel.

On December 4, 2001 Regional Water Board staff received confirmation from City of Ukiah personnel that a fuel release had occurred in 1994. At that time, approximately 400 gallons of Jet A fuel were released from an aircraft fueling truck following an act of vandalism. The fuel truck was parked in close proximity to the up-gradient monitoring well.

From 1994 to 2003 the concentrations of TPH-jet fuel in samples collected from the upgradient well declined from 69,000 ppb to 5,700 ppb. The other nearby wells continued to reveal non-detect concentrations of the contaminants of concern.

On September 17, 2003 the eight on-site monitoring wells were destroyed by over-drilling with both an eight and a fifteen-inch auger. A larger auger was used on the up-gradient well for the purpose of removing additional soil surrounding the screened interval. It was suspected that this soil had been impacted by the 1994 release of jet fuel and was acting as a source for the continuous detections of jet fuel in the groundwater samples collected from the up-gradient well.

Three soil borings were advanced approximately eight feet north, south and east of the abandoned up-gradient well to confirm that all impacted soil had been removed. A total of six soil samples were collected from the borings for laboratory analysis. The maximum concentration of TPH-jet fuel detected in the soil samples was 16 ppm. A total of four cubic

yards of soil and three 55-gallon drums of soil cuttings was disposed of off-site at an appropriate treatment facility.

Prior to over-drilling the up-gradient monitoring well was purged of approximately 800-gallons of impacted groundwater. The water was disposed of off-site at an appropriate treatment facility.

Methyl Tertiary Butyl Ether (MtBE) Status: Groundwater samples have been analyzed for MtBE on several occasions. Laboratory analytical results reported concentrations below the reporting limit each time.

Proposed Action: No further action related to either petroleum hydrocarbon discharge is proposed.

Unless comments are received with significant new information, Regional Water Board staff plans to concur with no further action upon conclusion of the comment period. Please contact Rachel Bosworth at (707) 576-2542 or boswr@rbl.swrcb.ca.gov with any questions or comments.